

# The Reservist

November-December 1983

U.S. Department  
of Transportation

United States  
Coast Guard



# opportunities

The following Instructor/Administrator/Support billets will be open for reservists during FY 84. The final number of billets and their durations will be based upon the priorities and needs of the training center for a given I/A/S billet, cross-country travel minimization, and review of applicants' resumes.

Reservists interested in any

of these positions should submit a CG-3453 (Request for Active Duty for Training, Officer and Enlisted Reserve Personnel) and attach a professional resume. The billet that you are applying for must appear on your CG-3453. The CG-3453 should be submitted via the chain of command to Commandant G-RT to arrive no later than 31 January 1984.

I/A/S SADT opportunities are

not limited to members of the drilling Coast Guard Reserve. Reservists in the IRR may also apply. Senior petty officers are sought to teach Reserve rating-related basic courses. Service in an I/A/S billet is an excellent way of improving yourself, the Reserve program, and the Coast Guard.

## INSTRUCTOR/ADMINISTRATOR/SUPPORT BILLETS AVAILABLE FOR FY 84

Billet/Description/Number	Pay Grade	No. of Billets	Dates Needed	Duration
<b>RESERVE TRAINING CENTER, YORKTOWN</b>		<b>INSTRUCTORS</b>		
1Y RUAT	O1 -O4	3	08 JUL-24 AUG	48
2Y ROCI	O1 -O4	2	10 JUN-17 JUL	38
3Y SUSAR	E6 -O3	2	22 JUL-24 AUG	34
4Y SSA/SSI	E6 -O3	2	22 JUL-24 AUG	34
5Y PSSE	E5 -E7	3	13 MAY-24 AUG	104
6Y REBI	E4 -E6	1	30 OCT-18 NOV	20
7Y REBI	E4 -E6	1	19 FEB-09 MAR	20
8Y REBI	E4 -E6	1	24 JUN-27 JUL	34
9Y YNB	E6 -E9	2	27 MAY-06 JUN	34
10Y OCPOL/POL	O2 -O4	2	27 MAY-29 AUG	90
11Y BMAdv & BM Basic	E5 -E7	1	29 APR-15 JUN	48
12Y Range Support	E4 -E9	1	01 APR-27 JUL	118
13Y Range Support	E4 -E9	1	03 JUN-28 SEP	118

Continued on inside of back cover

## Duane yearbook on sale

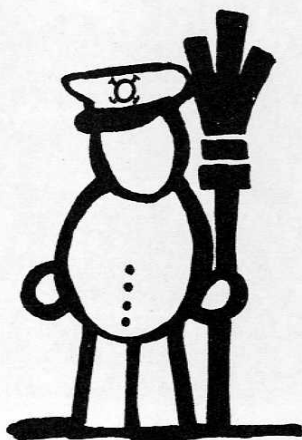
Orders are now being taken for the USCGC Duane History Yearbook. The yearbook is sixty-four pages in length with more than one hundred and twenty black and white photographs.

To order a copy, send a \$16.00 check or money order payable to USCGC Duane Yearbook Committee to:

USCGC Duane Yearbook  
WHEC 33  
354 Commercial St.  
Portland, Maine 04101

Contact: LT(jg) Jay Bartlett at  
tel: (207) 780-3388 for more  
information.

On the cover-- Reservist AT1 Jim Walters is lifted to HH-52A helicopter by Hoist Operator AD3 Todd Haase, USCG, during wet drill exercises. See story on page 14. Staff photo by News and Sun-Sentinel Company, Ft. Lauderdale.



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Members of the Coast Guard Reserve are invited to submit articles, photographs and artwork to the editor for possible publication. By-lines will be given.

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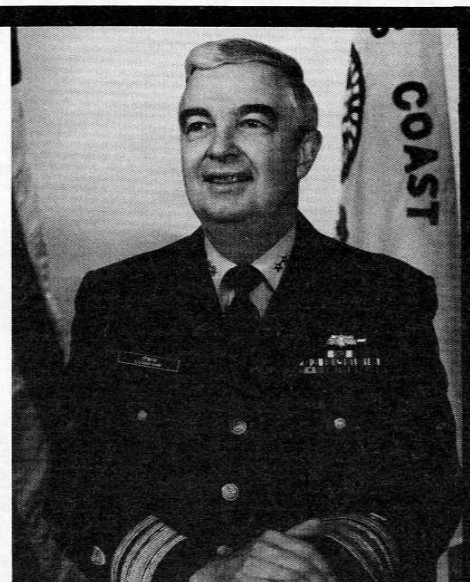
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CG-288



# Admiral's corner



The Coast Guard has always taken pride in its concern for individuals and their careers. A pamphlet titled "Charting Your Life in the United States Coast Guard" has recently been distributed to all Coast Guard personnel. Officers have had their Officer Career Guidebook for some time. The Enlisted Evaluation System has just been changed for active duty and Reserve personnel, and the Officer Performance Management System is fully implemented for active duty personnel. The thrust of these programs is to provide better guidance to individuals so they can perform better and be fulfilled in their careers. Our Reserve Career Development Program has the same general goals.

The personal touch and individual counselling that occur in the Career Development Program interview can be the biggest single factor affecting our reservist's future. While the program has been in effect for a number of years, the rewrite of the Reserve Training Manual provided new work sheets that enhance the interviews. Since those work sheets did not reach field units until October 1982, many of you will be seeing them for the first time this year. I urge interviewers and individual reservists to give serious attention to the work sheets when they complete them. If this is done, there will be a thorough review of each reservist's qualifications, training needs, and personal advancement goals.

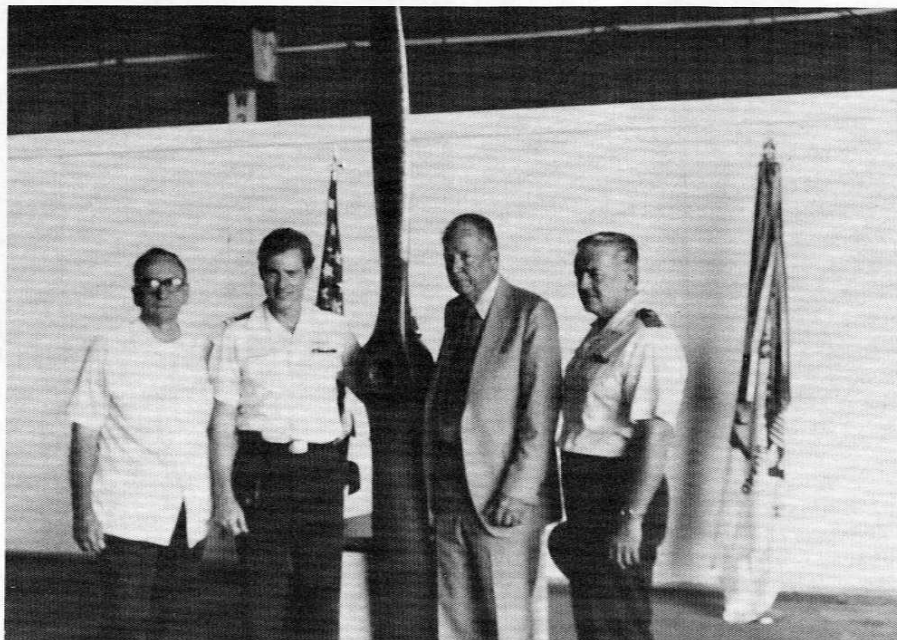
Some complaints have been voiced that the work sheets are duplications of the Individual Training and Progress Record (Form CG-4405), that filling them out is a laborious and time-consuming task, that the work sheets are really useful only on mobilization day, and that no one can accurately forecast training needs for a five-year period. There is an element of truth to all of these points, but I believe that a person has to look far ahead to plan a career and that the results that come from serious planning are well worth the effort.

Five-year plans that are cast in stone don't work for most people, but they do serve as a framework that is adjustable on a yearly basis. As everyone becomes more familiar with the work sheets and with interviewing procedures, they should consume less time, and their benefits will become obvious.

RAADM James C. Irwin  
Chief, Office of Reserve

# brief comments

AMC John Chassereau, LT(jg) Victor Tyber, ADC Oaklie Haynie, and LCDR Harry Gwynne flank vintage propeller. Story and photo by YN2 Jim DiDonato.



This Coast Guard search had nothing to do with sinking ships or saving lives. But it did involve aviation.

When a search was recently launched for Coast Guard artifacts and memorabilia to be assembled and displayed in Washington, D.C. as part of the service's bicentennial celebration, it uncovered a rare prize-- a vintage wooden propeller.

The twin-bladed, laminated prop, which once "pushed" a Curtiss seaplane on searches of its own during the 1920s, was donated to the Coast Guard by Chief Aviation Machinist Mate H. Oaklie Haynie, USCGR (retired).

Chief Haynie, a lifelong aviation enthusiast and collector, turned the 8-foot, 8-inch, 36-pound propeller over to LT(jg) Victor Tyber, operations duty officer for Air Station Clearwater, on August 27 for shipment to the Coast Guard Artifact Facility at Riverdale, Maryland. Acquired by Haynie in 1964 in a swap for a Sensnich FP Piper propeller, the Curtiss "pusher" is one of five vintage propellers owned by the retired Reserve careerist. His favorite, a Spanish prop off a

Hisso-Suiza engine, is thought to have powered an American or Canadian pilot through the bullet-torn skies over the Spanish Civil War during the 1930s.

Haynie is no stranger to the propeller-driven airplane. He joined the Navy just three days before the attack on Pearl Harbor and spent much of World War II as a tailgunner on Curtiss Helldivers, patrolling the Atlantic and escorting ship convoys to Europe. After completing four years of active duty with the Navy, Haynie began a 16-year career in the Coast Guard Reserve in 1964.

A member of the Coast Guard Chief Petty Officers Association, Haynie was especially delighted that AMC John Chassereau, USCG (retired), past president of the association's St. Petersburg chapter, was also present at Clearwater Air Station to accept the donation on behalf of the Coast Guard.

Regarding his donation to his former service, Haynie remarked, "I always wanted the propeller to go to a place where it would be valued and displayed 'properly.'"

## Wanted: CG Artifacts

In just seven years, the Coast Guard will celebrate its bicentennial. This event will offer many opportunities for Coast Guard public displays of art, artifacts and memorabilia relating to the organizations's history.

Over the years, the Service has lost or given away numerous items that are now important evidence of the Coast Guard's past and the history of its various forerunners (Lifesaving Service, Lighthouse Service, Revenue Cutter Service, Revenue Marine, etc.).

The Coast Guard wants to obtain historic items-- old, authentic art, artifacts, and memorabilia-- for public display to help tell the Coast Guard story.

If you possess items and want to eventually donate them to the Coast Guard, you can include a statement to this effect in your will. From a tax-point of view, if you wish to donate something now, the item's fair assessed value can be used as a tax deduction.

What happens to items donated to the Coast Guard? The service provides them on a long term loan (or long term license as the lawyers like to call it) to museums and historical societies. In this way, the items are on public display and are viewed by several audiences. Yet, the Service still owns them. Some of the pieces are placed in the Coast Guard Museum at New London and other Coast Guard-related museums.

If you have Coast Guard items that you are willing to donate to the Coast Guard, please write to Mr. Jim Ward, Chief of Community Relations, U. S. Coast Guard, Washington, D.C. 20593.



# Taking charge of your career success

Enlisted reservists pursuing advancement in the Coast Guard Reserve must complete certain correspondence courses as a general requirement before submitting an examination request for commanding officer approval. This applies to all personnel going up for advancement in enlisted pay grades above E-2.

Advancement correspondence courses fall into three categories:

1. MRN (military requirements) courses-- required for advancement into E-3 through E-6 pay grades;
2. Rate courses-- required for advancement into E-3 through E-7 pay grades;
3. Specialty courses-- Navy UCMJ for E-8 advancement and Navy Leadership (or Coast Guard Reserve Officer and CPO Leadership ADT Course) for E-9 advancement.

A problem arises when a Reserve unit completes and forwards for further processing a CG-4716 (Advancement Recommendation and Examination Request) in the absence of official written notification that the candidate has completed a required advancement correspondence course. Candidate and commanding officer signatures on a CG-4716 are certifications that all requirements are met and the information on the form is correct. The candidate or the commanding officer who certifies the CG-4716 in the absence of prescribed documentary support for eligibility requirements met may be making a false official statement that will cause an extra administrative workload at several levels.

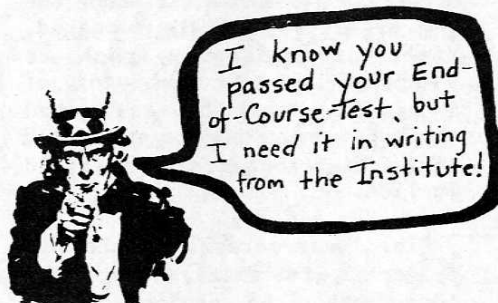
How, in the case of correspondence course requirements, can this situation be avoided? The candidate must schedule the End-of-Course-Test (EOCT) far enough in advance so that the Institute can score it and, if the candidate is successful, get a course completion letter out in the mail. It usually takes the Institute three weeks upon receipt of a written EOCT to get the results letter out. This just about requires that the candidate write a passing EOCT no later than:

1. December's drill weekend in order to qualify for participation in the April servicewide exam; or,

2. June's drill weekend to qualify for October servicewide exam participation.

If the Reserve unit commanding officer does not have in hand an official written notification of completion of the required advancement correspondence course by the drill weekend prior to the CG-4716 submission deadline, the candidate should not submit a servicewide exam request nor should the commanding officer recommend the candidate for advancement and servicewide exam participation.

There's been some confusion about the acceptability of Navy advancement correspondence cour-



ses, too. Navy advancement correspondence courses will not normally satisfy the Coast Guard Reserve advancement correspondence course completion requirement. The advancement candidate should enroll in the required Coast Guard course and complete it. Most Coast Guard ratings require a broader range of duties and knowledge than seemingly comparable Navy ratings. For example:

1. Coast Guard YN encompasses the Navy's ratings of Personnelman, Postal Clerk, and Yeoman ratings;
2. Coast Guard SK encompasses the Navy's ratings of Aviation Storekeeper, Disbursing Clerk, Ship's Serviceman, and Storekeeper ratings;
3. Coast Guard MK encompasses the Navy's ratings of Boiler

Technician, Engineman, Machinery Repairman, and Machinist's Mate ratings.

Personnel wishing to apply Navy courses as substitutes for Coast Guard courses must request approval from the Commandant (G-RT) via their chain of command well in advance of the final date for commanding officer's recommendation. Servicewide exam requests will not be approved unless written substitution approval is granted before the CG-4716 submission date.

Personnel who are candidates for E-7 must have completed the rating's E-6 correspondence course. This requirement is not usually of concern to personnel who advanced within the Coast Guard to E-6 via the servicewide competitive process. The completion of the E-6 course would have been required for that advancement and should be documented in the candidate's service record.

E-7 candidates who should be concerned about the E-6 correspondence course completion requirement are those who entered the Reserve as E-6's based on prior military experience in another branch and/or applicable civilian training/experience.

These personnel should enroll early in the required E-6 course and complete it well in advance of the deadline date for submitting the servicewide exam request. Headquarters will not waive this requirement nor should the candidate rely on receiving an extension of the deadline for course completion.

Finally, candidates are reminded that they are responsible for knowing the advancement requirements. Advancement information is contained in chapter 7 of the Reserve Administrative Manual (COMDTINST M1001.26) and its enclosures, as well as current 1418 notices dealing with the Reserve servicewide exam.

# brief comments

## Is your unit standing idle?

Imagine you are the commanding officer of a Reserve unit. Assigned to your unit is a teacher who was commissioned some time ago specifically for his teaching skills. He is getting on in age. In fact, there are many new instructors around who give a jazzier presentation than his. But he is still a whiz at teaching basic knowledge which petty officers need to advance. He's willing to show up without advance notice and is always fully prepared to make one or more presentations on a variety of topics. The kind of synopsis he can give in a few minutes is vastly superior to the information students attempt to scrape out of dull Coast Guard publications. What's more, since he belongs to your Volunteer Training Unit, you don't have to pay him for drilling!

There are many commanding officers throughout the Reserve who have just such a training resource at their disposal, but they are neglecting it! Its name: the Retention Communications System. RCS is a self-contained rear-screen projection unit which plays slide frames and an accompanying audio track. The cassettes are easy to use and cover a variety of popular all-hands drill topics, as well as basic military requirements found in the Enlisted Qualifications Manual.

So why aren't they being used? Well, in fairness to all, many units are taking advantage of the medium. But the system does seem to have fallen into wide disuse in various locations. An informal survey about RCS disuse at the district and Reserve unit level revealed various causes for disillusionment with RCS and some misconceptions:

"RCS is an old, outdated, antiquated medium. It served its purpose in its day, but we have better methods now."

Yes, RCS is old, but it still works. Many units cited the success they have been having with training through video cassette

recorders. One of the major positive aspects of VCRs is they can be used when there is a free moment during drills. This same point applies to RCS, too. And while RCS may not be a captivating medium, it covers topics which are not necessarily available on videotape. Besides, not all units have VCRs.

"The material on the cassettes is so old it isn't any good anymore."

Surprisingly, a recent review of the cassettes revealed that this is not the case. Most of the information is still valid. The next amendment to the Reserve Training Manual has a revision to enclosure (9-2), "Listing of Available RCS Cassettes." In addition to listing the segments currently available, it notes the few segments that are outdated. Minor discrepancies (such as a change in the numbering of a manual) will be corrected through errata sheets scheduled to be distributed to the field in 1984.

"The 'rear-screen' on the RCS projector is small. Since the image can't be projected, the medium isn't much use for more than two or three people."

While the system works best using the rear-screen projection feature, the machine does have conventional projection capabilities. One drawback is the room must be quite dark to get satisfactory results.

"The projector broke and there aren't any replacement parts available."

Machine repairs may be obtained by following the procedures in the Reserve Training Manual, section 9-D.

"I don't have an RCS projector at my unit. It would take someone two hours to pick one up, and I don't think it's worth it."

This is a good reason for not

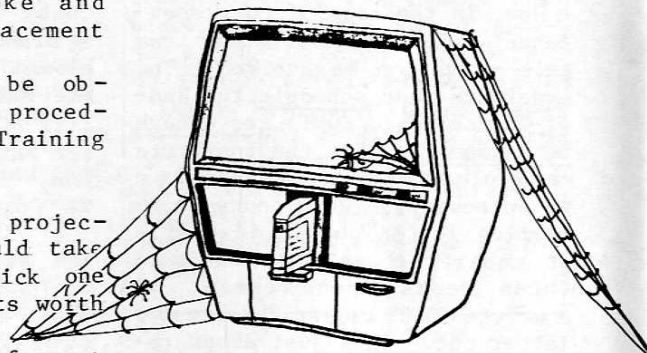
using RCS. Having the projectors at a location far removed from remote units defeats their spontaneity feature. A central projector location, that makes RCS "equally accessible" to several Reserve units may not be as good an idea as it first appears, if in reality the projectors become "equally inaccessible."

By the way, if projectors are in short supply in your district, a limited number are available for distribution. Direct your request to Commandant (G-RT) via your chain of command.

To sum things up, although RCS is pretty much obsolete in the world of multi-media, it still has some life in it. It can provide cheap, effective training to individuals and small groups. Many of the topics are good review in preparing for the service-wide exam. (Why tie your CPOs up preparing and teaching elementary lessons that are already available?) Other cassettes cover areas which are required annual training. (Maybe if you used RCS for them, the time saved during all-hands drills could be used for the pet project you haven't had time to squeeze in yet.)

The RCS system has its limitations, but it's not useless.

Is your (RCS) unit standing idle?





**Solemn burial at sea--** Family, friends and the Coast Guard Honor Guard listen while Ronald Belcourt voices a prayer for his brother, EM1 Thomas Belcourt, who died recently in an automobile accident. He was a member of CGRU New Haven. The late reservist's ashes were scattered from the deck of the CGC Bollard in Long Island Sound.

EM1 Belcourt was in the regular Coast Guard from 1968 to 1972. He joined the Coast Guard Reserve in 1976, was assigned to a boat crew, and quickly qualified as a boat engineer. For the last four months, he was a member of the maintenance and repair team. Story and photo by ET1 William A. Stone.



#### WAR AND STAFF COLLEGE CLASS SCHEDULE

The 1984 class schedule for the Reserve Officer War and Staff colleges has been released. All courses are 12 days in duration. Inactive duty Reserve officers who meet the eligibility require-

ments should submit their applications via the chain of command as outlined in chapter four of the Reserve Training Manual. The submission deadline to Headquarters (G-RT) was 7 November

1983 for courses convening before 1 May 1984. The deadline for the remaining courses is 7 January 1984. The courses offered are listed below.

<u>CLASS</u>	<u>DATE</u>	<u>LOCATION</u>	<u>ELIGIBILITY</u>
Reserve Officer Naval Operations	10 Sep 84	Naval War College, Newport, RI	03-06
Reserve Officer Strategy/Policy	30 Apr 84	Naval War College, Newport, RI	04-06
Reserve Officer Defense Economics	27 Feb 84	Naval War College, Newport, RI	04-06
Reserve Components National Security Course	30 Jan 84	Pensacola Naval Air Station Pensacola, FL	04-06
Reserve Components National Security Course	16 Jul 84	Fort McNair Washington, D.C.	04-06
Reserve Components National Security Course	Nov 84	To be announced	04-06
Reserve Officer Orientation	5 Mar 84	Armed Forces Staff College Norfolk, VA	04-05
Reserve Officer Orientation	10 Sep 84	Armed Forces Staff College Norfolk, VA	04-05

# brief comments



## New PS Badge

At long last, new Port Security rating badges are available. The new badge design features a solidly embroidered law enforcement shield with the black letters "PS" in its center. Each district may give each port securityman two free-issue badges.

Please be aware when ordering additional badges that only the

badges with the "PS" on the shield are authorized. By mistake, several people have been given a similar rating badge without the "PS."

The Port Safety and Security warrant officer device and shoulder boards are still being developed, but the design should be announced later in 1984.

## Life insurance loophole

Reservists should check their life insurance policies to ensure they are covered while they perform Reserve training.

Two of three reservists who were killed in a recent NATO exercise aircraft accident had group accidental death insurance policies through their private employer. Due to exclusion clauses contained in their group policies, the deaths of both reservists were reportedly not covered. The exclusions concerned accidents

while on full-time active duty and/or while on board a military plane other than MAC-type aircraft.

To avoid this potential problem, reservists are urged to review the provisions of their insurance policies for military coverage exclusions. This action will permit those who are affected the opportunity to promptly seek supplementary insurance coverage.



## Order now! 7th edition Coast Guardsman's Manual

The U. S. Naval Institute expects to make available in November the long-awaited seventh edition of the Coast Guardsman's Manual. (The last edition of this authoritative handbook was published in 1976.)

A personal copy of this book will be of particular interest to people who did not attend Boot Camp upon entering the Coast Guard, such as members who entered the Reserve through a prior-service program or the direct petty officer program. Even "old-timers" will find the updated version a wealth of valuable information.

If there is not a Coast Guard exchange in your vicinity, copies

may be ordered directly from the "Book Order Department/ U. S. Naval Institute/ Annapolis, MD 21402." The cost to individuals for a personal copy is \$10.95 plus \$2.25 for postage and handling. The Institute will accept VISA or MASTER CARD (include your account number and card expiration date) or a personal check. Fourth class delivery normally takes about 30 days. A single copy will be shipped first class at no extra charge, if requested.

Unit library copies, purchased at government expense using government Procurement Request (DOT F 4200.1.2), cost \$8.76 per copy, with no charge for postage.





# Why me?

This past year many port securitymen and officers were dismayed to find that they were no longer eligible for port security-related courses because they hadn't completed certain required correspondence courses. Requests for waivers of the prerequisite correspondence course requirement came sluicing into Headquarters. In part, this was due to the somewhat short lead-time between the announcement of the new prerequisites and the summer classes' convening dates, but it didn't take much reading between the lines to sense the confusion and dismay which many of the writers felt. It was as if, deep down, they wanted to say something like this:

"Why are you putting me through this? I've been involved in port security work with the Reserve for the past eight years! I shouldn't have to prove anything to go to this ADT course. I need the training.

"I'm willing and able to handle the work-- my C.O. will vouch for that-- so why am I being hassled all of a sudden? There are plenty of other ADT courses that don't require the student to go through this routine! So why me?"

To be perfectly honest, the concept of a correspondence course as a prerequisite to attendance at resident training is fast becoming a trend. Not only is completion of certain non-resident courses mandatory before attending the Port Safety and Security (PSS) ADT courses, but such a requirement has also been implemented for Reserve Enlisted Basic Indoctrination (REBI) and Reserve Officer Candidate Indoctrination (ROCI). Reserve Unit Administration and Training non-resident course, which should be available very soon, will also be a mandatory prerequisite to the two-week course. (See the article on RUAT in this issue.)

As long as the cost of resident

training continues to rise, there is not much hope of this idea "just going away." Preparing for ADT courses through home-study is extremely attractive for a variety of reasons, none of which is intended to punish reservists! (Hey, we've got more effective ways of doing that.)

For one thing, the intent is NOT to keep people out of resident courses. The intent is to have prospective students demonstrate a fundamental level of knowledge from which the resident instruction can proceed. This approach is in keeping with the Coast Guard goal of using alternative methods of training to minimize costly resident training.

For example, with some courses in the past, instructors have had to contend with the Mixed Bag of Rocks Syndrome, that is, the students in a particular class have too broad a range of experience. No matter what approach is taken regarding this problem, the results are generally unsatisfactory. Either the level of instruction is geared to the lowest common denominator, which makes for bored advanced students, or else class proceeds as planned, with the result that some students can't keep up and become lost and frustrated.

But take the same group of students, and have them prepare for their formal resident training by completing a non-resident course of basic information. Inexperienced students can go at their own pace, review as necessary, and seek out help from people at their unit or the Coast Guard Institute. As far as the experienced students go, they may find most of the material provides a good review for them. It is better to bore them with an inexpensive pamphlet they may read independently than to waste their time in the classroom, considering the cost to get them there for two weeks! The "Mixed Bag of

Rocks Syndrome" is cured by the common base of knowledge provided by the correspondence course.

Even in courses where the "Mixed Bag of Rocks Syndrome" is not a problem, prerequisite correspondence courses still can be useful in helping us get more mileage out of our training dollar. Consider the following:

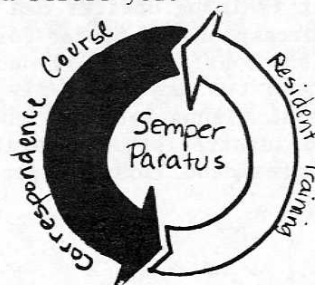
--With a correspondence course that provides a foundation, resident training can cut back the time formerly spent covering certain basics. That time can then be used to teach more advanced topics, or for hands-on application of the theories.

--In some cases, resident training is able to be compressed from two two-week courses to a single two-week session. (The Reserve Unit Administration and Training, and Port Safety and Security ADT courses are two examples of this.)

--"Compressing" resident training through the use of correspondence courses will also permit personnel to practice their skills on-the-job more frequently, by spending fewer tours of ADT at school.

One problem with correspondence courses is that they do require a good measure of initiative from the students who take them. You may at first be less than enthusiastic at the prospect of one more hurdle before you can go to a particular ADT course.

Understanding the rationale behind prerequisite correspondence courses may increase your motivation to complete the task before you.

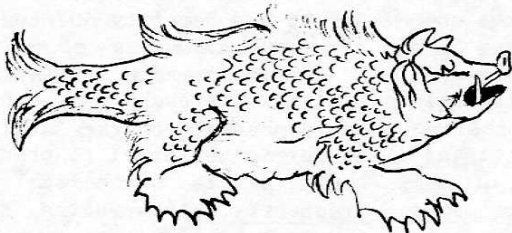


# RUAT: Does it bite?

by LCDR George L. Mehaffy

The two Coast Guard Reserve chiefs were walking slowly, oblivious to the confusion that surrounded them. Deep in conversation, they paid scant notice to the marching and saluting that seemed to characterize a summer at RESTRACEN Yorktown. Even the passing gold of a boot ensign failed to capture their attention. As they walked by, I heard one of them say to the other "Just watch out for RUAT!"

Filled with some concern, I started to inquire about this strange affliction. However, I didn't want to seem ignorant; besides, for all I knew RUAT might be some new social disease. So I began a series of discrete inquiries about RUAT, whoever or whatever that might be. I wondered how many people had already experienced RUAT, and who might be affected in the future. I found out that RUAT is not one thing, but two, in two very different forms, and it may become available to a large number of Coast Guard reservists. Rather than fearing RUAT, we should look forward to it, for it may be the best training in the Coast Guard Reserve today.



But, I'm getting ahead of my story. RUAT began several years ago at Yorktown when a group of senior Reserve officers met to analyze the duties of AO, TO, XO and CO in Reserve units. From that analysis came one important conclusion: some training for AOs and TOs can best be accomplished in a nonresident correspondence course. Bringing people together from all over the country for a resident course at Yorktown, Alameda or Petaluma is very expensive. Training at those sites should be that training which cannot be given in any other form. The task analysis group concluded that some of the training for a unit administrative officer or unit training officer can be best accomplished in a correspondence course format. However, those functions overlap; thus the correspondence courses for those two jobs probably should be combined. From that discussion, the concept of the Reserve Unit Administration and Training (RUAT) ADT course and nonresident correspondence course was born.

When the topics which should be taught to both AOs and TOs plus the topics which only apply to one of those positions were identified, two weeks of training were identified. Therefore, the Reserve Unit Administration and the Training Administration ADT courses were combined into a single Reserve Unit Administration and Training (RUAT) ADT course.

The next step was to develop a nonresident correspondence course for administrative and training officers. When this course is published, the process will be complete and there will be a nonresident RUAT correspondence course which reservists will complete before they attend the RUAT ADT course.

## The RUAT Correspondence Course

The concept behind the two courses is simple. Some training can and should be accomplished in a correspondence course format, while other training can only be accomplished while at an ADT resident course. The RUAT nonresident correspondence course will be required before someone attends the resident RUAT ADT course to: 1) maximize the learning accomplished while on active duty; 2) insure that all students in the resident course have a similar, minimum background, and; 3) allow instructors to plan instruction with certain assumptions about the knowledge of the students they will teach.

Furthermore, while the nonresident correspondence course will be required of anyone attending the resident ADT RUAT course, the course may also be used to train people who work in the administrative or training sections of their Reserve unit. The course is designed so that someone working in the administrative section can work on the portion of the RUAT nonresident course which is applicable for administration, while someone in the training section can work on the portion of the correspondence course that deals with training. The course is designed for officers or enlisted personnel, and may be used for initial familiarization or for review by those who already have worked in administrative or training sections.

Input from the field was received as this course was drafted and revised. District Reserve division chiefs were asked to comment, personnel from the divisions in the Office of Reserve reviewed the draft, and officers in some Reserve units were asked to make comments on the first draft. Finally, the RUAT ADT course instructors and a class of RUAT students provided extensive comments about the course. All of their ideas will be incorporated into the final version of the nonresident correspondence course. The course should be published by January 1984. Students will not be required to have the correspon-



dence course completed until the summer 1985 convenings of the RUAT ADT course; any student attending the 1984 RUAT ADT course should complete the correspondence course, but will not be required to complete it before attending the ADT course. Anyone attending the 1985 ADT training course, however, must have completed the correspondence course before attending the resident course.

#### Procedures for Administration

A great deal of discussion centered on the ways in which the course would be administered. A number of alternate proposals were made, and the various possibilities were carefully considered. The final decisions are described below.

These questions were considered:

1. Should reference materials be included with only unit publications?

It makes no sense whatsoever to include any reference material with the course. That material is quickly outdated and superceded. Moreover, the basic idea of the course is to teach students to USE their own unit publications to solve problems. If reference materials are included, students will not learn how to use unit publications. All lessons in the course require only those publications which are supposed to be in every Reserve unit. If publications are not available, the problem is not only the student's; it is also the Reserve unit's, because its members cannot do their work correctly without all required publications. For commanding officers, this course will serve as an additional check that all required unit publications are present.

The only exception to the policy of not including reference material is when some special reference material is thought to be particularly helpful, and is normally not found at the Reserve unit and cannot be looked up in an index. An example is the material from The Reservist on pay and retirement.

2. How should the course be administered, scored, and counted?

The RUAT course managers decided to ask commanding officers to administer the course to ensure that students in their command complete the course. Additionally, the commanding officer can assist students who are having difficulty, and give credit when more than one answer is correct, or when an answer requires a judgment as to its correctness (as in the case of essay answers). After all, the greatest benefit of the course is a well trained staff member who discharges his or her duties in a timely and correct fashion. It is, therefore, in the best interest of the commanding officer to see that personnel in the unit know their jobs, and perform them satisfactorily.

The Coast Guard Institute cannot administer the course, since it is not staffed to manually grade courses with short answers and essay answers. Additionally, as information changes, the Institute cannot rapidly change the material, particularly when most of the changes come out of Headquarters.

Therefore, the course is best revised annually at Headquarters (G-R). The satisfactory completion of the course will be noted in the service record, in order that appropriate credit is received.

3. When should students work on this course?

As this course requires access to unit publications, some commanding officers have expressed concerns about student access to unit publications. For students who live in the same location as the unit, the problem seems simple. Students can come into the unit during non-drill time to work on the course. For those students who live out of town, the Saturday night of the drill weekend might be used for course completion. Some commanding officers might allow publications to be checked out, particularly if they can ensure that publications are brought or mailed back.

Of course, some commanding officers may wish to allow students to work on the course during the scheduled drill. As reservists do not earn retirement points for completion of the course and it is formal training in unit responsibilities, work on the course during drill hours is appropriate, provided that it does not interfere with the normal work of the unit.

#### The RUAT Resident Course

The RUAT resident course will change, once the new correspondence course is required. Students will come to the school with more familiarity with Coast Guard publications and procedures. Rather than gearing the course to the least experienced member, instructors will be able to assume some basic background and alter the instruction to fit that assumption. Less time will have to be devoted to lecture; more time can be spent in problem-solving activities. One idea being examined is to set up the resident course with small groups of students actually creating and managing the paperwork of hypothetical Reserve units, with instructors providing casebook problems for students to solve. This problem-centered approach would provide students with actual experience in resolving those problems that they actually face, on a day to day basis, in their own Reserve units.

#### Conclusion

The combination of a nonresident correspondence course and a subsequent two week resident course should provide the best possible training for those who perform the administrative and training functions in individual Reserve units. As the correspondence course may be taken by those not planning to attend the resident course, the RUAT nonresident course should provide additional familiarization for those who need it. The result will be better trained personnel, smoother operating units, and a reduction in the problems experienced by individual reservists as they deal with "the system."



# Can Twocents make widgets and stay afloat?

by LT(jg) Kim Pickens

LCDR Twocents was faced with a dilemma. His civilian boss had just offered him a big promotion overseeing the manufacture of a new line of widgets in factories all over the country. His new job would require extensive travel at a moment's notice (widgets being what they were) for the next couple of years. This was all well and good for LCDR Twocents and his widgets, but not good at all for his career as a drilling reservist.

LCDR Twocents enjoyed his Reserve affiliation and planned to start drilling again once his widgets were on line. His question now was: "Should I put my Reserve career on hold for a while by going to an inactive status, or should I work to keep my active status until I can get back into a drill unit?"

LCDR Twocent's dilemma is not uncommon and Commandant has a ready answer to his question. Generally speaking, you are better off maintaining your active status than you are by going into the ISL (Inactive Status List).

The Inactive Status List is a pool of Reserve officers who, for a variety of reasons, are unable to participate in training as prescribed by the Commandant. Officers who request a transfer to inactive status due to extreme personal hardship are among those who may be found in the ISL. Others in the ISL include non-obligated officers who are screened out of active status for failure to meet the 27-point minimum participation standard for retention in an active status and officers who have been placed in the Standby Reserve (Inactive Status) due to board action.

Officers in the ISL cannot earn any retirement points or be considered for promotion while in an inactive status.

Officers who request transfer to the ISL or who are placed there after failing to meet the 27-point participation standard, may later request reinstatement to active status. However, there is no guarantee that such a request will be granted.

Further, officers who are not awaiting retirement and who remain in the ISL for three years or more are subject to an annual screening by a Mobilization Disposition Board to determine their mobilization potential. The board's decisions may not match an ISL officer's druthers, which is another reason why being in the ISL is risky business.

Let's say that LCDR Twocents decides to request a transfer to the ISL. Perhaps he feels he won't have time to do any correspondence courses or ADT in order to meet the 27-point minimum participation standard needed to remain in an active status.

He'd rather voluntarily request a transfer to the ISL than be placed there involuntarily for failure to meet the minimum participation standard.

However, despite his current job situation, LCDR Twocents would not have a strong case for reinstatement to active status at a later date. The reason is that he did have options available to him other than drilling, such as completing correspondence courses, performing non-consecutive ADT or perhaps utilizing his scheduled vacation time to go on ADT. In other words, while he might feel he doesn't have time for such activities, Commandant would probably disagree. It's a matter of priorities; if LCDR Twocents was truly interested in his Reserve career, he would take the time and effort to work around his particular problem instead of sweeping it under the ISL rug.

(As a side note, LCDR Twocents might consider discussing his situation with his employer. Some employers are sympathetic toward the needs of the various Reserve components and offer opportunities aside from regular vacation time for reservists to fulfill their military obligations.)

In addition to the problem of getting reinstated to active status at a later date, LCDR Twocents may have other problems if he goes into the ISL. As stated earlier, if he remains on the Inactive Status List for more than three years, his fate will be in the hands of a Mobilization Disposition Board which may or may not elect to retain him in the Coast Guard Reserve.

LCDR Twocents' best bet would be to request a transfer to the Individual Ready Reserve (IRR), thus retaining his active status, earn points toward retirement and remain eligible for promotion. It will require advanced planning, communicating in writing to his district commander(r) about his current situation and future plans, and some hard work on his part, but his efforts will pay off later.

If you are a Reserve officer faced with a temporary hardship, you may want to consider the ISL. However, like the battered sign posted at the old swimming hole says, swim at your own risk.

There are pitfalls associated with placing yourself in an inactive status. In effect, you lose control of your Reserve career and are forced to entrust your fate to others who must consider things besides your personal circumstances. Before you make a decision, weigh your options carefully. If you choose to "swim" it's best to delve before you dive!





MOBILIZATION PRIORITY AND COMPOSITION OF THE COAST GUARD RESERVE

PRIORITY FOR MOBILIZATION  
(and peacetime disasters)

The Selected Reserve has highest priority for funds for training and equipment. Members are pre-ordered to fill highest priority mobilization billets and are re-quired to report within three days following a directed mobi- lization.

Most members of the IRR are need- ed to fill the remaining high priority mobilization billets not filled by the Selected Reserve. Members are preordered to fill these billets and required to re- port as needed, usually within 15 days of mobilization.

Members of the Standby Reserve may be activated by the Secretary in time of war or national emer- gency declared by the Congress.

Members in the ISL and Retired Reserve may be activated in time of war or national emergency de- clared by Congress if sufficient numbers of reservists in an ac- tive status are not available.

The Secretary concerned may order to active duty without the consent of the member:  
-- In time of war or national emergency declared by Congress, all reservists and retirees -- Ready Reservists first.  
-- In time of national emergency declared by the President, not more than 1 million Ready Reservists for up to 24 months.

EXTENDED ACTIVE DUTY - Reservists serving on full time active duty.

SELECTED RESERVE - Reservists serving in a paid training status, specifically those assigned to Reserve units or groups with pay authorized and those undergoing initial active duty for training.

INDIVIDUAL READY RESERVE (IRR) - Reservists re- quiring no further training and those continuing training voluntarily in a non-paid status -- includes those assign- ed to:

ACTIVE STATUS POOL (ASP) - no training  
ADMIN. RES. UNIT (ARU) - no training  
CGRU, CGRESGRP, VTU, ISTU,  
NROS, etc. - - - - non-paid training

ACTIVE STATUS - Non-paid, no training required, but can participate voluntarily in training to earn retirement points -- eligible for consideration for promotion.

INACTIVE STATUS (ISL) - Non-paid, cannot earn retire- ment points or be promoted -- officers only.

RETIRED WITH PAY (RET-1) After 20 or + years active duty or 20 or + years combined active duty and satis- factory inactive duty and attainment of age 60.  
RETIRED WITHOUT PAY (RET-2) Qualified to receive retired pay but awaiting attainment of age 60.  
RETIRED, NOT QUALIFIED TO RECEIVE RETIRED PAY (RET-3) "honorary" retirement based on wartime/emerg- ency service and/or other service & age requirements.

Not normally included in Reserve strength totals since these mem- bers are already filling active service billets.

Can participate in training, earn retirement points, and are eligi- ble for consideration for promo- tion. All except members of the Standby Reserve, Active Status, can be paid when authorized.

Cannot participate in training, cannot earn retirement points, and are not eligible for consid- eration for promotion.

-- Other than during declared war or national emergency, when auth- orized by the President to augment active forces for any operational mission (not including serious natural or manmade disasters), not more than 100,000 Selected Reservists for not more than 90 days.  
-- During serious natural or manmade disasters, with approval of the President, for emergency augmentation of the Regular CG, an unlimited number of CG Ready Reservists for not more than 14 days in 4 months or 30 days in any 12 month period.

# Proposed Reserve

Prepared by F&S2 K. R. McLaren														
DRILL PAY EFFECTIVE 1 JANUARY 1984(a)														
PAY GRADE	UNDER 2	OVER 2	OVER 3	OVER 4	OVER 6	OVER 8	OVER 10	OVER 12	OVER 14	OVER 16	OVER 18	OVER 20	OVER 22	OVER 26
COMMISSIONED OFFICERS														
O-6	80.33	88.26	94.04	94.04	94.04	94.04	94.04	94.04	97.23	112.61	118.37	120.93	127.95	138.77
O-5	64.25	75.45	80.65	80.65	80.65	80.65	83.11	87.57	93.43	100.42	106.19	109.40	113.22	113.22
O-4	54.15	65.94	70.35	70.35	71.64	74.82	79.91	84.41	88.26	92.13	94.68	94.68	94.68	94.68
O-3	50.33	56.26	60.14	66.55	69.73	72.25	76.14	79.91	81.88	81.88	81.88	81.88	81.88	81.88
O-2	43.88	47.92	57.57	59.51	60.76	60.76	60.76	60.76	60.76	60.76	60.76	60.76	60.76	60.76
O-1	38.10	39.66	47.92	47.92	47.92	47.92	47.92	47.92	47.92	47.92	47.92	47.92	47.92	47.92
COMMISSIONED OFFICERS WITH OVER 4 YEARS ACTIVE SERVICE AS ENLISTED OR WARRANT OFFICER														
O-3E	...	...	...	66.55	69.73	72.25	76.14	79.91	83.11	83.11	83.11	83.11	83.11	83.11
O-2E	...	...	...	59.51	60.76	62.68	65.94	68.46	70.35	70.35	70.35	70.35	70.35	70.35
O-1E	...	...	...	47.92	51.19	53.08	55.00	56.91	59.51	59.51	59.51	59.51	59.51	59.51
WARRANT OFFICERS														
W-4	51.27	55.00	55.00	56.26	58.82	61.41	63.99	66.46	71.64	74.16	76.14	78.61	81.24	87.57
W-3	46.60	50.55	50.55	51.19	51.80	55.59	58.82	60.76	62.68	64.56	66.55	69.13	71.64	74.16
W-2	40.82	44.15	44.15	45.44	47.92	50.55	52.46	54.38	56.26	58.23	60.14	62.05	64.56	64.56
ENLISTED														
E-9	...	...	...	...	...	...	59.63	60.99	62.37	63.80	65.22	66.49	69.99	76.79
E-8	...	...	...	...	...	...	50.02	51.44	52.79	54.17	55.60	56.88	58.28	61.70
E-7	34.92	37.69	39.10	40.46	41.85	43.17	44.56	45.94	48.02	49.38	50.77	51.43	54.88	61.70
E-6	30.04	32.75	34.12	35.57	36.88	38.23	39.63	41.67	42.98	44.37	45.04	45.04	45.04	45.04
E-5	26.37	28.70	30.09	31.40	33.46	34.82	36.21	37.54	38.23	38.23	38.23	38.23	38.23	38.23
E-4	24.60	25.97	27.49	29.63	30.80	30.80	30.80	30.80	30.80	30.80	30.80	30.80	30.80	30.80
E-3	23.17	24.43	25.42	26.43	26.43	26.43	26.43	26.43	26.43	26.43	26.43	26.43	26.43	26.43
E-2	22.29	22.29	22.29	22.29	22.29	22.29	22.29	22.29	22.29	22.29	22.29	22.29	22.29	22.29
E-1	19.88	19.88	19.88	19.88	19.88	19.88	19.88	19.88	19.88	19.88	19.88	19.88	19.88	19.88

Note: (a) This table assumes a 4% pay raise to be effective 1/1/84. A revised table will be printed, if necessary.

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# drill pay for FY 84

Prepared by F&S2 K. R. McLaren

TOTAL GROSS WEEKEND DRILL PAY EFFECTIVE 1 JANUARY 1984(a)														
PAY GRADE	UNDER 2	OVER 2	OVER 3	OVER 4	OVER 6	OVER 8	OVER 10	OVER 12	OVER 14	OVER 16	OVER 18	OVER 20	OVER 22	OVER 26
COMMISSIONED OFFICERS														
O-6	321.32	353.04	376.16	376.16	376.16	376.16	376.16	376.16	388.92	450.44	473.48	483.72	511.80	555.08
O-5	257.00	301.80	322.60	322.60	322.60	322.60	332.44	350.28	373.72	401.68	424.76	437.60	452.88	452.88
O-4	216.60	263.76	281.40	281.40	286.56	299.28	319.64	337.64	353.04	368.52	378.72	378.72	378.72	378.72
O-3	201.32	225.04	240.56	266.20	278.92	289.00	304.56	319.64	327.52	327.52	327.52	327.52	327.52	327.52
O-2	175.52	191.68	230.28	238.04	243.04	243.04	243.04	243.04	243.04	243.04	243.04	243.04	243.04	243.04
O-1	152.40	158.64	191.68	191.68	191.68	191.68	191.68	191.68	191.68	191.68	191.68	191.68	191.68	191.68
COMMISSIONED OFFICERS WITH OVER 4 YEARS ACTIVE SERVICE AS ENLISTED OR WARRANT OFFICER														
O-3E	...	...	...	266.20	278.92	289.00	304.56	319.64	327.52	332.44	332.44	332.44	332.44	332.44
O-2E	...	...	...	238.04	243.04	250.72	263.76	273.84	281.40	281.40	281.40	281.40	281.40	281.40
O-1E	...	...	...	191.68	204.76	212.32	220.00	227.64	238.04	238.04	238.04	238.04	238.04	238.04
WARRANT OFFICERS														
W-4	205.08	220.00	220.00	225.04	235.28	245.64	255.96	273.84	286.56	296.64	304.56	314.44	324.96	350.28
W-3	186.40	202.20	202.20	204.76	207.20	222.36	235.28	243.04	250.72	258.24	266.20	276.52	286.56	296.64
W-2	163.28	176.60	176.60	181.76	191.68	202.20	209.84	217.52	225.04	232.92	240.56	248.20	258.24	258.24
ENLISTED														
E-9	...	...	...	...	...	...	238.52	243.96	249.48	255.20	260.88	265.96	279.96	307.16
E-8	...	...	...	...	...	200.08	205.76	211.16	216.68	222.40	227.52	233.12	246.80	274.36
E-7	139.68	150.76	156.40	161.84	167.40	172.68	178.24	183.76	192.08	197.52	203.08	205.72	219.52	246.80
E-6	120.16	131.00	136.48	142.28	147.52	152.92	158.52	166.68	171.92	177.48	180.16	180.16	180.16	180.16
E-5	105.48	114.80	120.36	125.60	133.84	139.28	144.84	150.16	152.92	152.92	152.92	152.92	152.92	152.92
E-4	98.40	103.88	109.96	118.52	123.20	123.20	123.20	123.20	123.20	123.20	123.20	123.20	123.20	123.20
E-3	92.68	97.72	101.68	105.72	105.72	105.72	105.72	105.72	105.72	105.72	105.72	105.72	105.72	105.72
E-2	89.16	89.16	89.16	89.16	89.16	89.16	89.16	89.16	89.16	89.16	89.16	89.16	89.16	89.16
E-1	79.52	79.52	79.52	79.52	79.52	79.52	79.52	79.52	79.52	79.52	79.52	79.52	79.52	79.52

Note: (a) This table assumes a 4% pay raise to be effective 1/1/84. A revised table will be printed, if necessary.

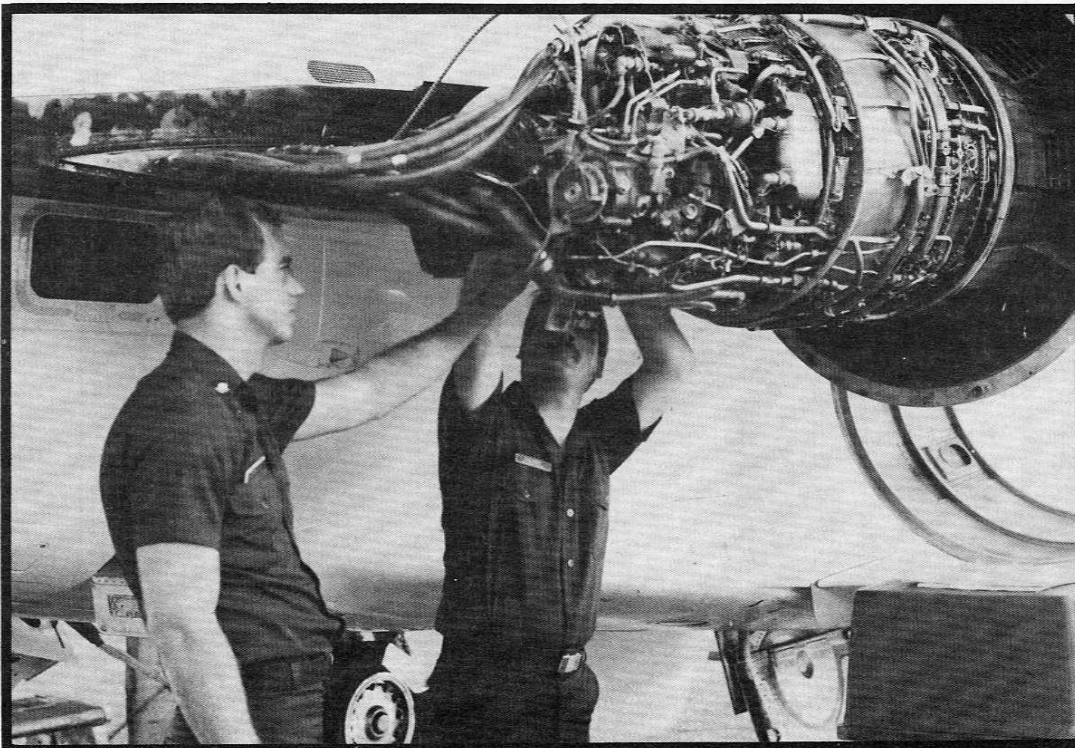
# High-powered and High-spirited CGRU Air Station Miami

Story by YNC Don Boyd and ATC Bob Pear

Coast Guard Reserve aviation is alive and on the move in Miami, adapting to the dramatic changes which accompany the Coast Guard's transition into high-tech, jet age search and rescue.

Originally designated ORTUAV 07-434 (Organized Reserve Training Unit - Aviation Support), the unit was established in March of 1959. The unit first drilled and augmented at Dinner Key, Fla., which was then operating HO4S helicopters and HU-16E amphibians on Biscayne Bay at Coconut Grove. With

the Communist revolution in Cuba, and the ensuing missile crisis and blockade, CGAS Miami was a busy place for all hands. Flight augmentation by enlisted reservists occurred as early as 1964, with officers augmenting as pilots the following year. Pilot augmentation continued for one year while CGAS Miami was under the command of Captain O. W. Siler, USCG. The emphasis then shifted to ground augmentation until 1973, when a vigorous flight program resumed. Since that date



Left-- AD3 Tim Sullivan and AM3 Bill Palmer make repairs to HU-25A engine. Photo by AE2 Al Campos. Opposite page-- Reservists train in offshore Wet Drill near Ft. Lauderdale. Photo by ATC Bob Pear.



Reserve pilots have logged a cumulative total of well over 2,500 hours in both fixed and rotary wing aircraft. Reserve enlisted aircrewmembers have logged more than 12,000 flight hours during the same time. The unit is currently under the command of CDR Robert L. Treat.

The training program which supports these flight operations is extensive and vigorously pursued. Due to the regulars' intensive recurrent training requirements, reservists now are only occasionally authorized to fly on board helicopters. The aircrew training program consists of five elements: USCG Institute courses, survival training, physiological training, aircraft systems training, and flight training. The five-step process begins with AECS Art Donley who administers the Coast Guard Institute correspondence course program. In addition to the aviation rating courses required for advancement, the Basic SAR Aircrewman course must be completed by each enlisted aviation-rated person.

Then, survival training is provided by ASMCM Ken Roberts. In addition to ditching and associated emergency procedures, Master Chief Roberts teaches land and sea survival. Sea survival has been conducted annually in a local swimming pool, but in recent months unit members have also been participating in an offshore training program which is run by personnel from CGAS Miami and CG Station Ft. Lauderdale. In addition to basic survival swimming, crews are taught to handle rafts, parachutes, and signaling equipment while in the water.

Aviation physiological requirements are met

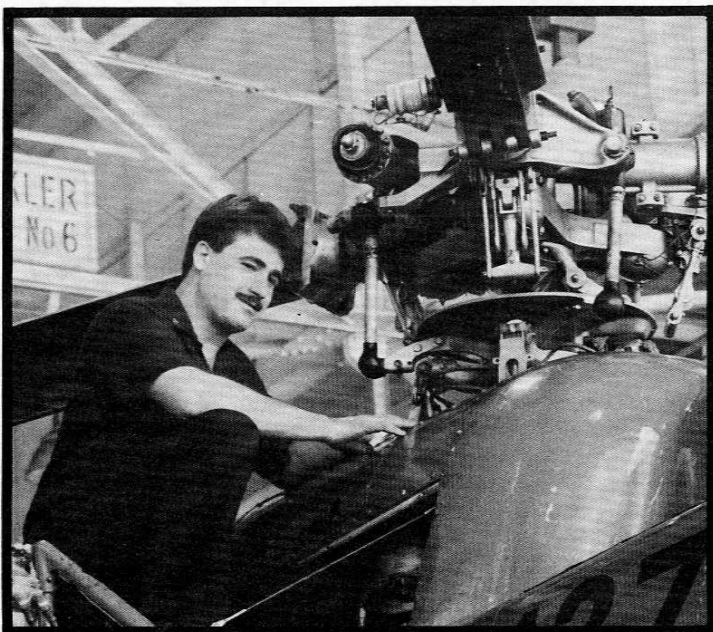
with the successful completion of an annual flight physical by all designated aircrew members. To this end the unit is very fortunate in having several health services technicians assigned who track and perform the basic workups for the physicals. The HSSs also assure that unit members are up-to-date on all required inoculations and provide training in CPR and first aid. All aircrew members are required to receive triennial lectures on aviation physiology and undergo altitude pressure chamber training. Conducted at MacDill Air Force Base in Tampa, this training gives the crewmembers exposure to the effects of disorientation, hypoxia, and rapid decompression. ATC Bob Pear coordinates the scheduling of this training with the CGAS Miami Training Officer.

The unit's aviation technical ground training program is planned and coordinated by ADCM Hunter Esty, who also teaches some of the classes. Instructors draw upon a wide variety of sources for the ground school program. Often classes are taught by CGAS Miami personnel who generously volunteer their time and energy. The systems classes are also taught by Reserve unit members whose expertise in certain subjects arises from their civilian occupations. AEL Tom Veasey, for example, is a mechanic at Walker's Aviation Services, Inc., in Ft. Lauderdale, which is the regional service center for Falcon Jet. ATC Richard Daymont is a professional avionics instructor for the Lockheed Corporation at Marietta, Georgia, and has taught not only ground schools within the unit, but also classes in



advanced microelectronics to regular CGAS Miami personnel. Other unit members bring experience as aeronautical, maintenance and electronics engineers as well as airline maintenance supervisors and mechanics. All of this expertise makes for an outstanding ground school at which lectures are presented each drill weekend while the unit members make the transition to the HU-25A Falcon.

Of course, no aircrew training program would be complete without the actual flight training and check ride. Depending upon the member's rating specialty, instruction and checkouts are given in preflight, ground handling, loading, aerial delivery, navigation, and communications procedures, in addition to the emergency drills which are a part of qualification in any aircraft. Only after all this training has been completed and verified does an individual member receive the coveted Aircrew Certificate signed by the commanding officer of the air station.



Just as the unit's personnel quickly made the transition to the Convair HC-131 when the wonderful old 'Goats' (HU-16E) were put out to pasture, the transition to the HU-25A Falcon is proceeding at a rapid pace. ATC Pear, who now provides general coordination of all the above aircrew training requirements, received his HU-25A aircrewman designation in November 1982, two months after the arrival of the first HU-25A at CGAS Miami. Since then, AT1 Jim Walters, ASMCM Ken Roberts, AD1 Dave Brower, and AE2 Russ Martin have earned their Aircrew Certificates in the airplane and presently many other members are in the training pipeline. A few unit members are pilots who fly commercially and for U. S. Customs at Homestead Air Force Base.

Due to the limited number and expense of flight training quotas, Reserve pilots are not now flying the HU-25A. Although flights in the jump seat as observers are fairly common (LCDR Heins, unit

executive officer, flew a round trip to Long Beach, California earlier this year), Reserve aviators are currently augmenting CGAS Miami as watchstanding operations duty officers, and in other administrative functions. LTJG Randall Julin, who is a manager of production control at Eastern Airlines' Component Overhaul Facility, has been assigned the task of reviewing and monitoring the Air Station's computerized maintenance system.

Since the training and administrative needs of an aviation Reserve unit are unique, special emphasis is placed on the instigation and maintenance of the aviation program. In addition to the "normal" flow of administrative paperwork, the officers and enlisted personnel of the unit have been pioneers in the creation and promotion of the Reserve aviation program: quotas for special schools have been obtained, members have gone to other units to qualify in HC-130 aircraft and have flown on international ice patrols, a custom-tailored training program has been proposed for an aviation engineering administration officer (61) experience indicator, and special aeronautical planning is done by the readiness officer. This has been possible only because of the competence and dedication of the administrative staff which seems to have gotten caught up in the cause. It's a rare day that the typewriters are put away and the filing cabinets are locked up within an hour after the official end of the workday. CW04 George Kenyon, AMC Dale Bartels, AECS Art Donley and YNC Don Boyd come in to the air station a few days before the drill weekend to pick up the mail and dispense with much of the routine paperwork.

Transfers are rare. Many unit members have great longevity. Several served in the unit back in the seaplane days in Coconut Grove. Also, many of the "airdales" served at CGAS Miami on active duty as regulars. There are strong bonds



Above-- AM3 Bill Palmer inspects the rotor head of an HH-52A helicopter under the direction of AD1 Bill Cavanaugh (not shown). Right-- ATC Bob Pear inspects nose landing gear of HU-25A. Photo by AE2 Al Campos.





between unit members and the regular personnel of the air station. The opportunity to serve as aircrew is prized very highly, and has been earned only through a consistent willingness to go the extra mile, cooperate, and often to perform duty with no other compensation than the satisfaction of a job well done.

The high esprit de corps of the unit paid off in 1980 when the unit was awarded the Coast Guard Meritorious Unit Commendation ribbon. The citation reads, in part, "...Coast Guard Reserve Unit Air Station Miami achieved the ideal augmentation training for mobilization situation under the 'One Coast Guard' concept, virtual indistinguishability between reservists and regulars in performing Coast Guard missions." Several unit members earned the Coast Guard Humanitarian Service Award during the 1980 Cuban Boatlift when they deployed to Key West with the HC-131 Convoys.

Members at RUAS Miami think the future looks

bright, both for the unit and for Coast Guard Reserve aviation in general. They are proud of their impressive array of civilian experience and military training. The availability of their expertise, much of it gained entirely within the civilian community, coupled with long lead times and high costs of initial military aviation training, make the Coast Guard Reserve aviation program a viable and highly cost-effective way for the Coast Guard to meet its responsibilities for readiness, both locally and throughout the nation. Other Reserve aviation units are currently established at CGAS Clearwater and CGAS Savannah.

The traditions of the unit continue as its members train in the HU-25A and look forward to the arrival of the HH-65A helicopter. This high-spirited team of reservists enjoys maintaining its high-quality "Semper Paratus" status.



Top-- One of CGAS Miami's six HU-25A Falcons soars above the clouds. Photo by LT Jim Peterson. Left-- Twenty-five of 37 Air Station Miami members pose in front of Air Station Miami HH-52A helicopter. Photo by AE2 Al Campos.



*The spectacular riverfront of the city of St. Louis sprawls beneath the Gateway Arch. Official photo of the V.P. Fair, the city's annual Fourth of July celebration.*

# Reserve units of St. Louis vital to V.P. Fair

by LCDR Thomas P. Barnett

Over 4,600,000 people attended St. Louis, Missouri's third annual Fourth of July celebration, the V.P. (Veiled Prophet) Fair, held July 2-4, 1983 on the historic St. Louis riverfront and the Gateway Arch National Expansion Park. The location, logistics and sheer size of the event required extensive Coast Guard participation.

Since the fair's inception in 1981, reservists from St. Louis Units A and B have served during the event with the regulars and auxiliaries. For three days, reservists lent helping hands to Mississippi river navigation control, SAR, medical evacuations and other law enforcement agencies. Reservists manned patrol craft and served as OOD watchstanders and support personnel on board the cutter Sumac (WLR311), the center of operational control.

The patrol commander and COTP for St. Louis, CDR James C. Card, directed the overall navigational control of the river from the Sumac during numerous daily air and water shows. In addition, PATCOM was responsible for all SAR cases in the area and coordinated Coast Guard water transportation for local police as well as emergency medical evacuations.

According to CDR Card, Reserve support was essential in order to handle the extraordinary operational requirements placed on the MSO during

the fair. "In the past, we have counted on Reserve assistance during spring floods, oil spills and other emergencies. I consider them an important member of our team," he said.

SAR cases this year included two unfortunate drownings. One young man attempted to swim across the Mississippi River and was swept downstream by the swift current. The other involved a family of six that overturned their small boat upriver from the Arch area. Five were rescued; a retarded daughter lost her PFD and drowned.

Since the size of the crowd limited land access for emergency vehicles, the Reserve's shallow-draft, 17-footers proved invaluable because of their ability to operate in the levy area. Crewmembers were assigned to transport paramedics and evacuate emergency medical patients. With typical St. Louis summer temperatures in the 90s and high humidity, many evacuations involving victims of heat stroke were necessary. No lives were lost during the emergency evacuations. This success is due, in part, to the boating and first-aid training reservists received at drills.

The Chief of St. Louis Emergency Medical Services, Mike Latessa, praised CGRU St. Louis A boat crew for the assistance they lent the night of July 4.

"With the size and density of the crowd, I had



no recourse except to put an EMS supervisor waterborne to coordinate the activity on Wharf Street. This was accomplished with the help of MK1 Hunter, PS1 Lesage and MK1 Fiedler. The operation was so successful that we were able to treat and evacuate four critical patients within minutes of the incidents. Our supervisor was on the scene immediately due to the assistance of those three individuals."

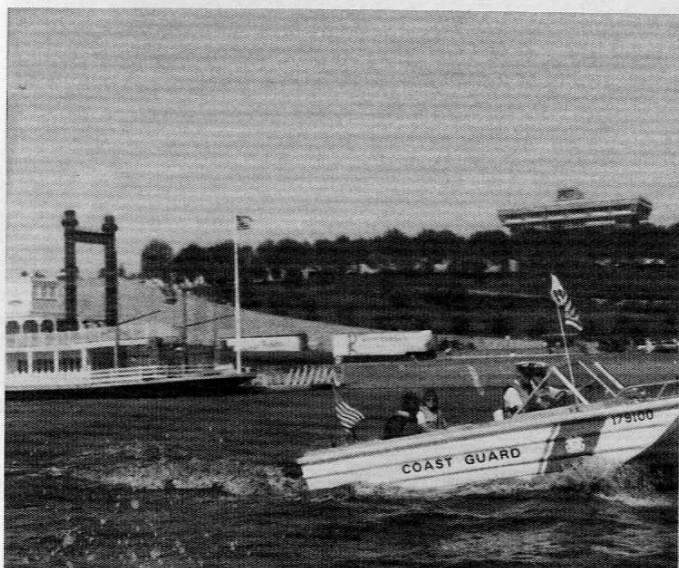
The two St. Louis Coast Guard units were highly visible when they served as race committee and escorts for the steamboat race between the new "super" riverboat Mississippi Queen and the venerable old wood sternwheeler, the Delta Queen.

Overall, it was a challenging and rewarding experience for everyone participating in the operations. The reservists obtained valuable on-the-job experience and the opportunity to make a significant contribution to the regular Coast Guard as well as the St. Louis community.

Most Reserve participants will be back next year-- any other way of attending the fair would be dull by comparison.



*The Coast Guard is essential to the V.P. Fair festivities. Top-- MSO boat from St. Louis patrols river. Right-- BMCN Bill Geismann directs boat operations from the USCGC Sumac. Left-- The Mississippi steamboat Robert E. Lee shares the action with a Coast Guard 17-footer along the levee of the fairgrounds. All photos by LCDR Thomas Barnett.*





*St. Louis Coast Guardsmen patrol waters of the Mississippi River. Photo by Kurt Eckhard.*



# opportunities

## INSTRUCTOR/ADMINISTRATOR/SUPPORT BILLETS AVAILABLE FOR FY 84 (CONT'D)

<u>Billet/Description/Number</u>	<u>Pay Grade</u>	<u>No. of Billets</u>	<u>Dates Needed</u>	<u>Duration</u>
<b>RESERVE TRAINING CENTER, YORKTOWN</b>				
14Y Senior TRNG OFF.	O4 -O5	1	13 MAY-24 AUG	104
15Y Personnel Officer	E7 -W4	1	13 MAY-31 AUG	111
16Y Operations Officer	W2 -O3	1	20 MAY-24 AUG	97
17Y PERS Office Support	YN3 -YN1	2	13 MAY-31 AUG	111
18Y ADT Office Support	YN3 -YN1	1	20 MAY-24 AUG	97
19Y ADT Office Support	YN3 -YN1	1	20 MAY-07 SEP	111
20Y ADT Course Support	YN3 -YN1	2	20 MAY-24 AUG	97
21Y ADT Course Support	YN3 -YN1	1	27 MAY-24 AUG	90
22Y ADT Course Support	YN3 -YN2	1	27 MAY-31 AUG	97
23Y ADT Library	E4 -E5	1	01 APR-20 APR	20
24Y ADT Library	E4 -E5	1	13 MAY-07 SEP	118
25Y Pay Office Support	SK3 -SKC	2	20 MAY-24 AUG	97
26Y Clothing Locker	SK3 -SK2	1	20 MAY-24 AUG	97
27Y Basic Law Specialist/ Course Support	YN3 -YN1	1	08 SEP-16 NOV	69
<b>TRAINING CENTER, PETALUMA</b>		<u>INSTRUCTORS</u>		
1P YN Reserve Basic	YN2 -YNC	1	16 JUL-24 AUG	40
2P Reserve PMIS	YN1 -YNC	1	28 MAY-20 JUL	54
3P SK Reserve Basic	SK1 -SKC	2	09 JUL-20 JUL	12
4P Leadership, Asst Instr.	E6 -E7	1	28 MAY-24 AUG	88
<b>TRAINING CENTER, NEW YORK</b>		<u>ADMIN/SUPPORT</u>		
5P ADT Course YN	YN3 -YN1	1	28 MAY-24 AUG	88
6P MAA	BM3 -BM1	1	28 MAY-24 AUG	88
7P Pay Office	SK2 -SK1	1	28 MAY-24 AUG	88
8P Student Administration	YN2 -YN1	1	28 MAY-24 AUG	88
9P Messing Support	SS3 -SS1	2	28 MAY-24 AUG	88
		<u>INSTRUCTORS</u>		
1G IT Lead Instructor	W2 -O4	1	17 JUN-27 JUL	41
2G IT Asst Instructor	E7 -O3	1	17 JUN-27 JUL	41
3G DCAdv Lead Instructor	E7 -W4	1	08 JUL-27 JUL	20
4G DCAdv Asst Instructor	E5 -E9	1	08 JUL-27 JUL	20
		<u>SUPPORT</u>		
5G Training Div. Chief	E5 -E7	1	17 JUN-03 AUG	48
6G Personnel Br. Support	E4 -E5	1	17 JUN-03 AUG	48
7G Barracks Br. Support	BM3 -BM2	1	17 JUN-03 AUG	48
<b>TRAINING CENTER, CAPE MAY</b>				
1C Support Personnel	YN1 -YNC	1	24 JUL-03 AUG	10
<b>RESERVE SCHOOL, ALAMEDA</b>		<u>INSTRUCTORS</u>		
1A PSSE/PSSO	E6 -E4	3	28 MAY-31 AUG	96
2A IT	E5 -O4	2	28 MAY-06 JUL	40
3A RUAT	O3 -O5	2	25 JUN-31 AUG	68
		<u>SUPPORT</u>		
4A Student Administration	YN3 -YNC	3	28 MAY-31 AUG	96
5A Payroll	SK3 -SKC	2	28 MAY-31 AUG	96
6A CMAA/Bus Driver	E6 -E7	1	28 MAY-31 AUG	96
7A Messing Support	SS3 -SS2	3	03 JUN-24 AUG	83
8A Training Aids	E4 -E6	1	28 MAY-31 AUG	96
9A Special Services (Adv. Lifesaving)	E4 -E5	2	03 JUN-24 AUG	83
10A MAA/Librarian/Bus Driver(Gov't License)	E4 -E6	1	28 MAY-31 AUG	96
11A Clothing Locker	SK3 -SK2	1	03 JUN-24 AUG	83

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